

20 cents per copy

The

AUGUST 2, 1930

AVIATION

News

A Reporting Service for Busy AVIATION Men



Comptroller General Rules on Airlines

National Air Race Derby Routes are Announced

R-100 Leaves England on Flight to Canada

Gehlbach Continues in Fore of All-America Derby

First Six Months' Exports Total \$4,812,720

Recent Aeronautical Patents

Englishmen Lead European Light Plane Tour



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Publishers of AVIATION

Soucek and "Wasp"

break world's altitude record



Leveson's *Apollo* biplane, U. S. N., and the "Wasp" powered Wright Apache in which he established a new world's altitude record of 23,866 feet. Photo courtesy of U. S. Navy Bureau of Aeronautics, N. Y.

On June 4, Lieutenant Apollo Soucek, U. S. N., established a new world's altitude record of 23,866 feet with a Pratt & Whitney "Wasp" engine. In climbing his Navy Wright Apache plane to the highest altitude ever recorded, Lieutenant Soucek exceeded the former record by 1,046 feet. The confirmation of this record by the National Aeronautic Association is a sensitive tribute to the combination of the skill of a remarkable pilot and the exceptional performance of the "Wasp" engine.

Soucek and the "Wasp" engine again hold world's altitude records for both airplanes and landplanes. Pratt & Whitney engines hold more than half of

the heavier-than-air world's records established in the United States and three times as many as are held by any other American aeronautical engine.

In commercial flying, as in military work, you'll find engines bearing the famous "Wing Flag," and meeting exacting demands for dependable flying power. Approximately 90% of the regularly scheduled air transport lines of the country use "Wasp" and "Hornet" engines.

THE
PRATT & WHITNEY AIRCRAFT CO.
1401 WATFORD
CONNECTICUT
Divisions of United Aircraft Corporation

Wasp & Hornet

Engines

Manufactured in Canada by Canadian Pratt & Whitney Aircraft Co. Ltd., Longport, Quebec, in
Continental Europe by Bristol & Sons Works, Montreal, in Japan by Nakagawa Aircraft Works, Tokyo



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The

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Vol. 1, No. 4

AUGUST 2, 1930



HIGH POINTS

► **Interpreted.** Constable General McCork, in answering question from Postmaster General Brown, stated expressions of air mail routes without competitive bidding must be voted extensions and not new lines. Page 5

► **To Montreal.** With 41 persons aboard, the R-130 starts from Cambridge, England, July 25, on her first Atlantic flight to Montreal, Quebec, takes northern Great Circle route. Page 5

► **Made it.** Top Lockheed airplane had taken at start of Cirrus All America Flying Derby, arrives at Los Angeles with a total elapsed time of more than 25 hr. Page 4

► **Conservative.** A valuation of \$4,312,720 recorded for wire exports the first half of 1930. It is but \$215,561 less than figure for same period last year; shipments during 1929 just passed were stated to be worth \$1,391,135. Page 6

► **Lines.** Aeronautical Chamber of Commerce passes resolution urging Department of Commerce to call a national meeting for the purpose of considering national aviation legislation. Page 7

► **Black and Fork.** A total of 4,403,791 lbs. were flown by 34 air transport lines on scheduled route, passengers, and express, last the first three months of this year. Page 8

► **Shops.** Aeronautics points on routes of deliveries to National Air Race facilities for maintenance at Curtiss Chicago Airport reported. Page 9

► **Go Record.** Gasometer plant near American Well, during May record set a 284,900 cu ft. in 1 hr.—a new high record—and at a new low cost per 1,000 cu ft. Page 7

► **Alcohol.** First three extracts including European Light Plane Tour are regulations, with 21 5/8 items in a 100-page booklet. Delivered at Mark, in the land, corrected standing must be computed before winners are announced, however. Page 9

► **Told to the League.** A report prepared for the League of Nations authority that Swiss airlines are the most heavily subsidized and that the U. S. leads in the number of birds and passengers carried. Page 23

Gehlbus Holds Circus Derby Lead

Has Elapsed Time of 26 Hr. From Detroit to Los Angeles

LOS ANGELES—By coming in first in the Douglas Los Angeles leg of the Circus All-America Flying Derby, Lee Gehlbus, flying the two-wing Cessna-441 "Lulu Bambi," powered with an upright, supercharged Cirrus, finished the last section of the 4,555-mile while averaging 170 m.p.h. and a half ahead of his nearest competitor, R. B. Hayes.

On July 30 the entrants took off for the derby in Detroit where the derby ends by way of Omaha, Lincoln, and Chicago.

Though subject to final check-ups, Gehlbus's elapsed time runs for the 3,450 mi. from Detroit where the entrants started on July 25, to 26 hr. 38 min. 18 sec. according to Lee Stuenkel, who, with Maj. Luke Christopher, is officiating the event.

The other three, in order of their starting, and elapsed time for the derby thus far, are as follows: Lowell B.

Bentz Leads Stars Into Open

An hour later stars appear en masse at Hance having led the stars into Ogdun on their trip from Los Angeles July 29, by taking a new and direct route over the San Bernardino mountains. His time for the leg was 4 hr. 45 min. 42 sec. Gehlbus made two stops and took 5 hr. 32 sec. (Gehlbus, however, has a lead of more than 2 hr. over his nearest competitor, Hayes, who completed the Los Angeles Ogdun flight in 5 hr. 15 min. 42 sec.

Hayes, flying a Gee Bee Sparhawk 29 for 2 hrs. 49 min. 3 hr. 10 min. 42 sec. flying a two-wing Waco-Whisper, 26 for 4 hrs. 9 sec. Charles Hayes, flying a Grunt 1-14 Sparhawk, 21 for 46 min. 48 sec. Herman Hansen, flying a Laird racer, 31 for 3 hrs. 27 sec. Stuelgen, flying a Grunt 1-14 Sparhawk, 21 for 11 hrs. 40 min. Joe Marlowe flying a standard Grunt 1-14 Sparhawk, 23 for 15 min. 26 sec. Henry H. Ogdun flying a two-winged Ogdun Copter, 35 for 36 min. 18 sec. W. R. Gehlbus, flying a Grunt 1-14 Sparhawk, 24 for 36 min. 4 sec.

Official figures for Larry Brown, flying a two-wing California Cub, approximately 15. H. H. Hatcher and Lord Coffey, flying Grunt 1-14 Sparhawk, are not available at this time though these entrants are still in the race.

The close run of this contest compares with one started in the derby from Detroit where either withdrawn or crashed though in the latter case the flyers have elapsed times ranging from 17 min. to 11 hr. 11 min. 42 sec. (Continued on Page 3)

Buffalo and Cincinnati, while Harry Marmon was unable to continue the hour after starting his Marmon racer while landing at Niagara, Pa. due to unfavorable weather.

Russell, Marmon's close wheel landing gear crash landed at Lusk, Arizona, causing a slight fire off his Lark Rock, due to an interval of fuel it is said. "Stab" Qualls, piloting a single wing plane, crashed his craft before getting off the ground at Douglas, Ariz. when he encountered a rough landing on the airport.

Gehlbus has more of the right line—once again via Detroit where he landed at Buffalo New York City, Lark Rock, Henderson, San Francisco and Los Angeles, the Congress and Douglas legs being run by Herman Hansen. The "Lulu Bambi" speed has averaged 130 mph to date.

Control Panel Rules on Airlines

(Continued from Page 4)

tendency to be derived through, it would be in the interest of the public to implement such restrictions.

No request from the Postmaster General for reconsideration of his ruling has been received by the Congressional air winging, but it is not considered unlikely that such action will be both taken. Publication of the decision may be withheld by the Congressional General until Aug. 1, although this decision was rendered July 24 and could have been made public, in preliminary order of events, on July 26. The delay has been in the volume of the Congressional Department, it is believed to be necessary to be forwarded to preserve the air mail map in the light of the Congressional's decision before being called upon to administer it.

Report Air Service on New York

Advertisements for bids to the New York-to-Los Angeles-Los Angeles mail route are expected to be sent out by the Post Office Department immediately upon the date of the decision, which will probably be fixed at \$250,000, although the route on the Chicago-San Francisco and Chicago-San Francisco route \$1,000,000. Other differences with previous advertisements are expected to appear in the bid calls, which are the first to be drawn up under the Warren Bill.

Some operators believe the Postmaster General will restrict the power of restraining the bid by requiring that all bidders shall have started passengers and mail last day and night over a period of seven days. Such a restriction would eliminate the lines which have sprung up in the last few months as a result of getting a mail contract. The Los Angeles-Los Angeles route, which has been personally bid to be advertised in this manner. (Continued on Page 3)

AERONAUTICAL CALENDAR

Aug. 24 Lawrence Hays on Coast Pilot Tour starting from San Diego, Calif.

Aug. 24-25 Los Angeles Air Show starting from San Diego, Calif.

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W-11-Dressed #1 in Tampa

TAMPA (Tampa)—While the majority of awards went to winners of contests in the Tampa S.A.A. Chapter annual race held last Sunday, Tampa also went to the best dressed pilot even, and plane. Mrs. Vera Gammon, Air Corps pilot, was selected as the best dressed pilot, and a Simon Junior belonging to P. J. Soto of Hialeah City was rated the best appearing airplane. All but the pilot wearing air with three propellers.

Hydro-Glider Developed By Bowles Sailplane Co.

SAN DIEGO (Calif.)—The Bowles Sailplane Company, Ltd. of San Diego, has developed a hydro-glider as a member plane of the Bowles combination glider.

The combination glider, built on specifications of the Bowles Sailplane, is constructed so that the wings may be shortened by the use of a jib, water section instead of the 10 ft. water section, and, in current, it is a primary glider. It has a landing gear with balloon tires.

Remembering the characteristics of the primary glider, the hydro-glider was designed to be the regular landing gear. The pontoons are made of dural, with the struts are of 1 inch steel tubing.

Pinion struts may be detached by removing eight bolts, thus converting the craft into a land glider in which the wheels may be attached.

With the development of the hydro

glider, the Bowles combination may be converted into the following five types: 1. Wings removed, the 2 ft. water section, in place, and landing gear attached, for elementary control training.

2. Wings attached, with a 5-gal. fuel tank, to the 2 ft. water section, for primary instruction. Landing gear not used for towing.

3. Wings attached to the 14 ft. water section, standard removed, for elementary glider work.

4. Sailplane plane for air work check out, made at secondary type, except that landing gear is removed. The sailplane may be removed with a current boat, fitted with a flagpole, for landing on water.

5. Hydro-glider, with pontoons attached.

Three Pikes Peak Meet Scheduled for Aug. 9-10

COLORADO SPRINGS (Colo.)—Planning the third annual Pike's Peak meet to be held from the mountain airport last, August 9-10, will be a new year for the meeting of Pike's Peak, it is announced by Pike's Peak Association, Inc., sponsor of the event.

The day of the mountain top and back will cover 18 mi. airless distance, with way, during which the planes will have to climb more than 5,000 ft. above the ground. It is estimated that 1,000 to 1,500 planes will be in the air.

Remembering the characteristics of the primary glider, the hydro-glider was designed to be the regular landing gear. The pontoons are made of dural, with the struts are of 1 inch steel tubing.

Pinion struts may be detached by removing eight bolts, thus converting the craft into a land glider in which the wheels may be attached.

Ridgible R-100 Off for Montreal

Carrion #1 Permits, Supplies for 5 Days

CARDIFF (Wales)—With a load of 30 tons of mail and food, the first day of the R-100 started for Montreal at 10:45 p.m. July 28 (New York daylight time). Squadron Leader R. B. Smith, who is in command, accompanied by a team of following the northern Great Circle route, passing over Scotland, across the Atlantic, and below the southern tip of Greenland, over Labrador and up the St. Lawrence River to Montreal. The distance over this course is about 2,500 mi.

In addition to the flying crew of five officers and 32 men, the R-100 had four technical observers on board, including Coach Sir Denham Borey, head of the Airline Geography Co., Ltd., which took the training for the British Government. Maj. G. B. Smith, who has commanded major British aircraft, was on board, too. Lord Thomson, the Air Minister, was unable to go.

Weather Check Every 4 Hr.

The sailing course both long and short were made apparent, and it is expected to be in touch with shore stations during the whole trip. Weather reports will be received regularly, and V. A. Gifford, meteorological officer, plans to prepare weather charts every 6 hr. on the basis of which the meet could be altered as necessary during the voyage. (Continued elsewhere in this issue.)

The R-100 was made recently after the engine had been warmed up for about 45 min. Fuelled in the supplies were 500 gal. of petrol for diesel oil and kerosene, and 2,000 lb. of food.

The R-100 has a well-equipped electric system, and as it was designed in case of emergency, but up to 100 in addition to the crew, the officers and men on the present voyage expected to be on board. These were made certain for the three days which was the estimated time for the trip, reserve ration for a week, fire, and emergency ration for the full.

Devise Traffic Route to Hance

CINCINNATI—For those who need to drive to the National Air Show at Cincinnati-Chicago Airport from the city and suburbs, a traffic committee under the direction of president Arthur J. Corbett of the Cook County Highway Commission has outlined four routes to the post designed to prevent traffic jams. The routes were outlined recently on the occasion of the Cincinnati-Wright Exhibition Co.'s visit and several changes have been made as a result of observations from the city and suburbs of the traffic to the National Air Show field.



The Bowles hydro glider was one of the four types provided with the combination craft.

■ *Aeronautical Finance* ■

PL-PL-PL-DHAPN

Statistical Summary

[illegible]

Discussion

THE INHERENT CHARACTER of all investments lies in the fact that they constitute a deduction from profits. In every year, the most common form of reserve is that for depreciation in the value of fixed assets, especially that form of fixed asset which is represented by plant and equipment, whose wear and tear and obsolescence must be taken into account. Yet there is possibly no item appearing in corporate reports that is surrounded by more misunderstanding.

In this connection it should clearly be borne in mind that profits which are not paid to the government as taxes or distributed to stockholders as dividends are retained as an addition to corporate surplus. These profits become either an addition to the liquid assets of the corporation in the shape of cash, bank deposits, or accounts receivable, or addition to the tangible assets in the shape of plant fixtures or additional materials.

acted as a highly essential factor in the operation of every concern. The provision, therefore, for losses due to depreciation and by subsidiary means has constituted a highly important element in the operation of all manufacturing companies—with necessarily more emphasis placed upon it by the transport companies. Thus the regular charge against gross income has become one of the usual standard practices of a majority of this industry's well managed companies.

Unfortunately, due to present stringency

Some manufacturers are depreciating their money, by using their own money in their own stores, which is equal to the original value of the currency does not diminish, although it does not increase the value for the consumer, the

the year—stands to be management's integrity. Itally sound financial policy. Inflating costs every one of the rate of rate, by making allowances and costs for depreciation, by working down the value plan; and expanding to inflated value. This pretense tell the complete story, and serve to illustrate how cost by wear and tear, and those who, look, and

**Several R
—But Th**

NEW YORK—There has been no direct evidence of any direct contact of the two airlines' pilots and passengers involved in the crash that threw the reports of a "crash site" in the

Tumors Arise They Are Denied

Minneapolis City occupying all
years of United Aircraft to
and Company, represents
History. A variation of
association reports that a
age had been negotiated
trial. History would take
corrupt on the basis of 15
cent. Money for 1 slave

Further news is—
 secondary market developed and houses of Wall Street have included possible swaps in terms of Carter's would place under one United Aircraft. Folliott, Corp.-to-Market agreement through the Morgan. United interest in the American Corps. American and Navy, with Boeing and N.A.C. as a significant consolidation of the industrial means the virtual the unarmament field in American.

Air Stock Movement

Considerable irregularity has characterized both price movements and de-

Component	10	100	1000	Costs	Capital	Gain
Artificial Disposition	3,500	9,812	24,700	10,015	33	90
Transfer-Writing	2,000	5,119	13,600	5,139	20	88
Excess in Disposition	1,700	4,291	10,900	4,291	14	86
Future Assets II	10,000	25,000	62,500	25,000	83	99
Excess Assets I	10,000	25,000	62,500	25,000	83	99
Excess Assets II	10,000	25,000	62,500	25,000	83	99
Excess Assets III	10,000	25,000	62,500	25,000	83	99
Excess Assets IV	10,000	25,000	62,500	25,000	83	99
Excess Assets V	10,000	25,000	62,500	25,000	83	99
Excess Assets VI	10,000	25,000	62,500	25,000	83	99
Excess Assets VII	10,000	25,000	62,500	25,000	83	99
Excess Assets VIII	10,000	25,000	62,500	25,000	83	99
Excess Assets IX	10,000	25,000	62,500	25,000	83	99
Excess Assets X	10,000	25,000	62,500	25,000	83	99
Excess Assets XI	10,000	25,000	62,500	25,000	83	99
Excess Assets XII	10,000	25,000	62,500	25,000	83	99
Excess Assets XIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XIV	10,000	25,000	62,500	25,000	83	99
Excess Assets XV	10,000	25,000	62,500	25,000	83	99
Excess Assets XVI	10,000	25,000	62,500	25,000	83	99
Excess Assets XVII	10,000	25,000	62,500	25,000	83	99
Excess Assets XVIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XIX	10,000	25,000	62,500	25,000	83	99
Excess Assets XX	10,000	25,000	62,500	25,000	83	99
Excess Assets XXI	10,000	25,000	62,500	25,000	83	99
Excess Assets XXII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXIV	10,000	25,000	62,500	25,000	83	99
Excess Assets XXV	10,000	25,000	62,500	25,000	83	99
Excess Assets XXVI	10,000	25,000	62,500	25,000	83	99
Excess Assets XXVII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXVIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXIX	10,000	25,000	62,500	25,000	83	99
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Excess Assets XXXI	10,000	25,000	62,500	25,000	83	99
Excess Assets XXXII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXXIII	10,000	25,000	62,500	25,000	83	99
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Excess Assets XXXVII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXXVIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XXXIX	10,000	25,000	62,500	25,000	83	99
Excess Assets XL	10,000	25,000	62,500	25,000	83	99
Excess Assets XLI	10,000	25,000	62,500	25,000	83	99
Excess Assets XLII	10,000	25,000	62,500	25,000	83	99
Excess Assets XLIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XLIV	10,000	25,000	62,500	25,000	83	99
Excess Assets XLV	10,000	25,000	62,500	25,000	83	99
Excess Assets XLVI	10,000	25,000	62,500	25,000	83	99
Excess Assets XLVII	10,000	25,000	62,500	25,000	83	99
Excess Assets XLVIII	10,000	25,000	62,500	25,000	83	99
Excess Assets XLIX	10,000	25,000	62,500	25,000	83	99
Excess Assets L	10,000	25,000	62,500	25,000	83	99
Excess Assets LI	10,000	25,000	62,500	25,000	83	9

used for structural studies during the past work. The eight studies employed

an official statement would have been accepted as partially satisfactory. That is the opinion stock index here shows a decline in volume of sales, whereas the volume of sales has actually risen.

showing a hint for the year—stands to

the credo of the management's integrity in a fundamentally sound financial policy.

depreciation as one of the costs of raising assets, i.e. by making allowances

also an unusually small volume of trading, including several days with no recorded volume at all, each day.

do present estimated value. The procedure does not tell the complete story.

Although it does serve to indicate new values for those lost by wear and tear, however, the company also looks over

depression as a cost of surveying jobs or a change in expense, offer, is their

reports a far better part of the true value of these efforts.

assets, as well as of plant and equipment, should be used, in many cases, has been

agreed that the practice should be to

especially rapid rate—even though their real value may not be at the same

decreasing. In this respect many extraordinary manufacturing and development activities could well have been avoided among the more selective manufacturing nations.

were reported that they were not capitalized during 1928, although they were taxed for it, their economy cost of

It may be observed by anyone caring to study the various records of 1966, that

China, however, manufactures reports: \$604,200 in net earnings for the second quarter of this year, as compared with

scale from the married adverse all both (united and surviving debt), the first of which, domestic, and international.

changes has also played a prominent part in making for the infirmity and

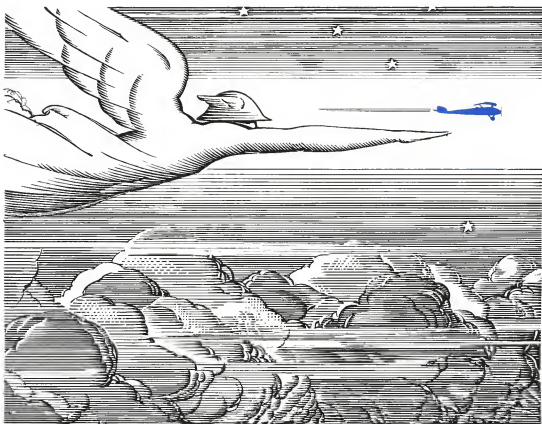
reported. Great income at the company in April, May and June was

§ 471.694.5 compared with gross income of § 471.621(3) in the first quarter and gross income of 470,343,127 cl.

Air Stock Movements
Considerable irregularity has char-

Trading profits in the second quarter

THE "CYCLONE 575" IS NOW READY FOR COMMERCIAL USE!



AS the Hunters completed their 553-hour "Whirlwind 300" endurance flight, Wright took still another step ahead by concluding the final official acceptance test of the new "Cyclone 575". For 45 hours it ran at 1900 r. p. m., delivering the rated 575 h. p. Under over-load conditions it ran the last 5 hours, developing 650 h. p. at 1970 r. p. m. to set a new record for performance for engines of its class.

In this "Cyclone" the head temperature is reduced over 100° Fahrenheit lower than any previous model. Special ingenious construction of cylinder cooling and designing—developed in the Wright research laboratories—contributed to this remarkable development. This test releases for delivery orders totalling over 500 new "Cyclones" for the Army and the Navy.



W R I G H T
AERONAUTICAL CORPORATION
Paterson, New Jersey



A DIVISION OF CURTISS-WRIGHT CORPORATION